

COMMODORE'S BLOG

With summer in full swing it only adds to the enjoyment of being by the coast or out on the water. The Cruising Section have been off to Holland to enjoy the delights of the Inland Sea and the pleasant hospitality of Dutch marinas and restaurants.

Back at home we had lovely weather for the annual Ladies' Race. Quite a number of boats turned out with some very good helmswomen. As to be expected, the wind failed to do what it said on the tin, so rather than a light airs race with the need to shorten course we had a good breeze bringing everyone home in time for the prize giving and lunch.

As ever, it rarely slows down in the clubhouse. So it was a pleasure, once again, to host the EAORA fleet. Despite the light winds they managed to bring a good number of yachts across the finish line and into the bar for a few drinks, supper and a bit of partying. It's always pleasing to host other clubs, especially when their feedback is so positive about the friendly and helpfulness of our staff and members.

Once you have enjoyed visiting a place you are always keen to go back and I'm sure that's what helps to feed our biggest event of the year, Ramsgate Week. Our dedicated team work all year round to keep Ramsgate Week as one of the biggest regattas in the south. Now, in the final weeks, their efforts are ramped up to the max making final preparations. Without the support of the many volunteers we could not make the week as successful as it is. So please, if you have an hour to spare, contact the team and donate a bit of your time or expertise, it will be greatly appreciated.

If you haven't been into the club for a while, please pop in during Ramsgate Week to enjoy watching the racing from the terrace, mixing with the racers in the bar afterwards or partying the night away. There's something for everyone.

Hope you are enjoying the summer.

**Andy Beaumont-Hope
Commodore**



250 CLUB

Due to holiday absences and the various summer sailing and cruising events taking place, the June, July and August 250 Club Draws will take place on Sunday, 29th July, with the following Draw taking place on Sunday, 30th September. With apologies for any inconvenience caused.

A DATE FOR YOUR DIARY

We will be having an Ascot themed Summer Ball taking place on Saturday 15th June 2019 at the Pegwell Bay Hotel Ramsgate

More details to follow.....



SOCIAL MEDIA

What a glorious month June has been with our club doing what it does best, sailing and socialising!

Our cruisers have been off on their travels in Holland, testing the local drinks and having a great time. They have very kindly sent me lots of pictures of their exploits which I shared on our social media pages, including pictures of mast climbing and post-race raw herring eating at Veere YC! Sadly I'm unable to show you the video of Frank Martin eating one! In Goes they even found a yacht club with an honesty box for drinks, if we did that at our club everyone would be too drunk to remember what they had drunk!

The start of June was the signal for our Wednesday evening series to start with food being served in the club afterwards. This is always popular and a great way to catch up with each other midweek. This week we had some visiting Dutch sailors who had taken some pictures of the fleet as they arrived in the Harbour, a couple of which are below.



On Friday 8th June some of our fleet raced down to Dover where they were entertained by the Royal Cinque Ports YC and then some of them stayed for their regatta on the Saturday, with some sore heads from what I can gather. Below is a picture of the crew of Foxy posing in the sun.



Below is a picture of the Commodore of the RCPYC, Geoff Dunne, presenting *Black Diamond* with a trophy.



The Fathers' Day Race on 17th June was a bit light on yachts as people were out with families, but it was lovely to be joined by French yacht *Carpe Diem*, and old friend of the club Jean-Marc Devos



On the 22nd June we had the EAORA fleet visiting as they raced from Ostend to Ramsgate, a race that sadly was curtailed at Dunkirk due to a lack of wind, and still left them with seven hours of motoring to Ramsgate. They arrived late but still were able to have their presentation of the Cannon Ball Cup.



It was with quite a few sore heads - including our race hut team! - when they left the following morning with a 7.30am start for the race back to Harwich. A few pictures below of the presentation and around the pontoons in the morning.





At the end of June we had our first mini regatta of the year with one race on the Saturday and two on the Sunday for the IRC yachts. Andrew Ketteringham and his crew served a brilliant BBQ on both days and we had music by Steve Huckle on the Saturday night.



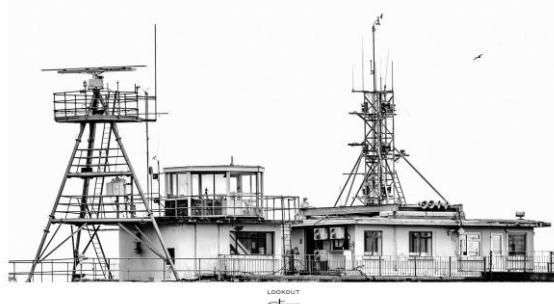
Elsewhere in the world, club members Anthony Nichols and Julie Childs are continuing their adventures around the Adriatic. They sent me a beautiful sunset photograph from Cavtat in Croatia.



On our Ramsgate Week page we have been welcoming our entrants with nine signing up during June. We shared a video of Ramsgate Week Chairman Dick Smith making the prize draw and *Full Tilt* owned by Ross Eldred from Medway Yacht Club won an overnight stay at our yacht club. We continue to support our marvellous Ramsgate Week sponsors on all of our media sites.

And to finish off my report a lovely little article from local photographer David Townsend regarding the history of our Eastern Pier, which we shared on our Facebook page.

'Lookout', (Ramsgate, UK) Pier head. On what we know today as the Eastern pier. In history it's known as the Advance Pier. Ramsgate Advanced Pier is a south westerly extension to the original East Pier, which had been added to the harbour's breakwaters to reduce wave action inside the compound. The Advanced Pier was part of the extensive harbour works designed by John Smeaton, who was harbour Engineer from 1778 until his death in 1792. Ramsgate Harbour dates from an Act of Parliament of 1749. Its two enclosing breakwaters were designed by William Etheridge, built under the direction of Thomas Preston. When Smeaton was appointed, various measures were needed to deal with the silting up of the harbour. Smeaton's Advanced Pier is 97.5m long and masonry-built. It is founded on two parallel rows of timber caissons, 3.7m apart, sunk onto the chalk seabed. The removal of rock armour from around the earlier pier head, the levelling the seabed and the sinking of the caissons all took place up to 3.8m under water, using a diving bell. The diving bell, also designed by Smeaton, was a cast iron box 1.4m high by 1.4m long and 900mm wide, weighing 2.5 tonnes and large enough for two men. Fresh air was supplied by pump from a supply boat on the surface. The first caisson was sunk on 3rd September 1788. Each one was 6.1m long and contained some 250 tonnes of cut stone. The space between the two rows of caissons was filled with rubble masonry. At low water at neap tides, the tops of the caissons are just visible. The pier itself has battered walls of dressed stone, a top width of 7.9m and a small parapet on one side. Its deck is 3m above high water spring tide level. Work was completed in 1792. Resident engineer: John Gwyn (1788-89), Henry Cull (1789-92)



As usual, if you have anything of interest to pass on, please let me know!
All the best,

Karen

Who is this up a mast? Clue: someone you would least expect. Bottle of bubbly for the first correct answer



TEMPLE TEASER FROM STUART CARTER

Solution on Page 10

1. Your disabled 30 foot yacht has been taken under tow. When a fog bank rolls in, what sound signals should you make?
2. What percentage of ocean water is composed of dissolved salts?
3. Where on a sailing yacht are you most likely to find an angel?
4. You have been sailing south through day after day of heavy overcast and fog, and are thus unable to use your sextant to determine your latitude (and you have no GPS). How can you tell when you have crossed the equator?
5. Few people with anclaophobia become sailors. Why? What are they afraid of?
6. First you pass a green can with the number 5 on it, and not long later you pass a red nun on the other side with the number 6 on it. Are you headed in to port or out to sea?
7. You are sailing at night toward a dark coastline. Your chart shows a lighthouse with a height of 50 feet. Assume that when you stand up on deck, your eye is about 10 feet above the waterline. At what approximate distance from the lighthouse should you first see the light (assuming it is very bright)?
8. According to the Beaufort scale what is the maximum wind speed in a force 10 gale?
9. What were the names of Captain Pugwash and Cut-throat Jakes' ships?
10. What principle governs the so-called "slot effect" in the design and handling of sails?

VICE COMMODORE'S BLOG

Ramsgate Week

July 22nd is rapidly approaching! By the time of Publication it will probably be less than two weeks away. Entries are going well and with a final push we are hoping to match or even surpass last year's numbers. We have a fantastic team of Sponsors who will all be in evidence throughout the week and their enthusiasm deserves the full support of all our members. Our Club has always been well known for our 'Legendary Après Sail', so even if you are not sailing, do please come along and enjoy the colourful spectacle, the camaraderie, the live music and the food. Let's make it a really great Ramsgate Week this year.

Navigation School

The Navigation School year has now finished after a very successful season.

The Theory courses registered 17 Day Skipper Passes with 3 Non-Completions, 8 Yacht Master Passes with 1 Failure and 6 Ocean Passes with 1 Non-Completion.

We also ran two successful VHF Courses with 24 students achieving their Radio Operator licences.

The two 5-Day, Day Skipper Practical Courses on *Seonaidh*, one of which visited Calais and the other, Boulogne, also proved to be most successful and were enjoyed by the students, all 7 of whom achieved a 'Day Skipper Practical' Pass.

The Navigation School finances are in a very healthy state and we were pleased to be able to donate £5,000.00 to the General Committee to help with the recent building work at the front of the Club.

I would like to thank all our Tutors; Mike Greenstreet, Roy Fomison, Debbie Thomas, Michelle Stoneley, Simon Gasston and our Commodore, Andy Beaumont-Hope, without whose help this level of success would not be possible.

Now, we have a rest and hope that we can look forward to a successful 2018/19 season starting in October.

Dick Smith

MORE RAMSGATE WEEK INFORMATION

With only a couple of weeks to go and to help you compete we've created a dedicated event listing with tendrr:

<https://tendrr.co/events/ramsgate-week>

tendrr provides a free Crew Match service linking boats with crew. You can see who has a spare berth over Ramsgate Week and communicate directly with each other to compete at this year's event.

How does it work?

Boat Owners: To get started click Find Crew on the Ramsgate Week page. Register your boat and add the details of your Ramsgate Week trip. You can specify how many crew you need, what position they must fill and what experience you're looking for. Your post will then be visible to all sailors on the tendrr platform.

Crew: You can register your availability by clicking on the star icon in the top right hand corner of the image of the Ramsgate Week page. You'll then be notified by email when a new crew request is added to the site. You can search through existing crew requests by clicking on the Find Boats button. Once you've found a suitable match, you can communicate directly with each other using tendrr's messaging system, making it much more straightforward to get out on the water at this year's event.

For any questions, please get in touch with the team direct at hello@tendrr.co.

RAMSGATE WEEK ENTERTAINMENT:

Saturday 21st
 Sunday 22nd
 Monday 23rd
 Tuesday 24th
 Wednesday 25th
 Thursday 26th
 Friday 27th

Steve Huckle
 Will DC Saxsmith
 Elton Towers
 Piano Bar
 EK1
 Project F
 Moments

**Food will be served every evening
 and is open to members to book**

(Please make sure you book otherwise there may not be space)

Sunday	Roast Dinner
Monday	Pie Night
Tuesday	Fish and Chips
Wednesday	Curry Night
Thursday	Chilli/Mexican
Friday	Roast Dinner

Watch out for daily emails during the week!

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ROUND THE ISLAND RACE 2018

.... or: Four left turns equals a busy day on the water!

It was a ridiculously early start on Saturday morning for the Round Isle of Wight race. Meeting in the car park of the Royal Southern YC Tommy and Sue Foster, Chris Rook, Norma and my good self, mumbled grumpy good mornings to each other at 5 o'clock in the morning!!!! (I didn't get up that early when I was into wildfowling for crying out loud). The short drive to Mercury Yacht harbour in order to meet up with *Entropy* and the delivery crew was conducted in near silence as we collectively dealt with our well-deserved hangovers from an excellent night out in the Victory pub in Hamble village the night before. 15 minutes after meeting up with Martin Ross, Steve King and Peter Duke aboard *Entropy* we were drinking gallons of strong Tea/Coffee, underway and beginning to experience the thrill of being part of this huge event.

This year's delivery of boat and crew did not go without mishap. Tommy had to abandon ship in Brighton when a call from home dragged him away in the middle of the night to deal with a deluge of Noah proportions pouring through his bedroom ceiling back in Ramsgate, he got a taxi back at 2 in the morning, ouch! I meanwhile was on tenterhooks stuck in Barcelona on Friday morning trying to get on board an overbooked flight to Gatwick. Our various and diversely cunning plans all came together when Norma, with Tommy and Sue aboard our car, picked me up at Gatwick perfectly on time and everything synched back into place. Thirty minutes later the car broke down on the M25. A diversion to my son's garage got us going again (to a degree) and we finally staggered into the Royal Southern a rather bedraggled and very hot quartet. So that was the easy bit out of the way, boat and crew were all in the same village and raring to go (to the pub that is).

For anyone who hasn't had a go at the round island race



(and you really should) the start line is a daunting spectacle and here is a picture from our plotter to prove the point.

Our start was at 0740 and the super-efficient and clear instructions from the race officers guided us all into line for our big off. With a building ebb tide not drifting over the line was the biggest worry apart from avoiding the other 500 or so yachts milling about the bramble bank that is. It was a light up wind start with the tide and we tacked all the way up to and through the Needles channel. *Entropy* was sailing really well and with the

benefit of a clean bottom, something that was a serious handicap to us last year, we steadily ticked off our rivals in the Turquoise group. Turning left at the needles we broke out our biggest asymmetric and promptly sailed straight into a wind hole with the tide just against us. Literally 25 meters to seaward other boats had wind but we lay becalmed in the sweltering heat. After 10 minutes or so we managed to work our way into the wind and got away, that set the pattern for the entire back of the island. Depending largely on luck, you either had the wind or didn't and we swapped positions with a gaggle of other boats all afternoon. Passing Ventnor we were barrelling along at 8.5 Knots, at St Catherine's we were facing the wrong way becalmed as the tide drifted us along. One advantage of this close quarter sailing was that the football scores were shouted back and forth as the England team did their stuff. I sent a text to Mr Southgate updating him on our progress but haven't had a reply as of yet, bit rude that.

Bembridge is the only real turning mark on the course that wouldn't involve going overland if you missed it and this was our only sighting of *Scorchio* who shared our patch of water for a few hundred meters before the vagaries of the wind separated us. We now had 30 minutes of virtual dead calm before we edged our way close inshore and picked up a land breeze. This drifted us along until off Ryde we saw stronger wind offshore. Heading out we were soon leaning right over for the first time of the day. We even had to dump the main momentarily, heady stuff indeed. Needless to say we barrelled along right up to the finish and threaded the needle across the finish line as all of the yachts converged on a single patch of water once again.

Elapsed time 10:58:56 or to put it another way a very long and hot day.

Position 63rd overall out of 1146 entries which was considerably better than the 434th from last year.

Banana Wharf was buzzing on Saturday night as we had a crew meal and a drink or three before promptly falling asleep at the table.

Repeating myself I know but if you haven't done the Round the Island you really should give it a go it is a great day out and what other sport allows the humble amateur to rub shoulders with Olympians in the same event. As an aside we sailed right past Ellen Macarthur in the Needles Channel so enough said, next year the Southern Ocean beckons for *Entropy*, or maybe not!!!

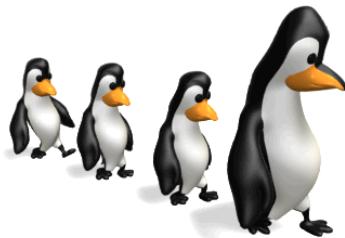
Paul Russell





Do you have friends or relatives who fancy coming to watch Ramsgate Week and enjoy the fab atmosphere in the club? We still have some rooms available for members.
Just give us a call in the office on 01843 791766

THE WALKING GROUP



Thursday 19 July

The walk this month will be at Ickham. Meet at the Duke William at 11am then we will go on an '**Eric Ball Mystery Tour**' for 2-3 miles then back to the Duke William for lunch.

If you haven't already joined *Davena's* WhatsApp Group to keep you informed of the walking group's plans, please contact her on 07760 402479.

Also, the details of next walk will be notified by the Club on email.

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CRUISING



**Don't forget to come along for the Cruising Social
Next Social : Thursday 9 August**

- 12 - 15th July** Cruise to Boulogne for Bastille Day celebrations.
11 – 18th August East Coast Cruise.
Further information can be found on the Notice Board or from the Office.

RTYC Summer Cruise 9th - 24th June 2018

Four boats set sail at 8am on Saturday 9th June, destination Dunkerque. *Avventura* (Mark Andrews), *Pintail* (Martin Morgans), *Stella Maris* (George Jackson) and *Surprise* (Frank Martin). All arrived in good time and enjoyed an evening meal together at the Yacht Club. The following morning the group motored to the relatively new marina at Cadzan Bad where we found a very pleasant bar serving excellent food alfresco.



Cadzan Bad is only a short hop away from the lock at Flushing where we entered the canals before lunch on the 11th. By early afternoon we were snugged in between the posts in the centre of Middleburg. It may surprise you that we spent the evening eating together in the Yacht Club!



The 12th of June and a day of sailing and motoring along the Veerse Meer into the Haven Kanaal into the centre of Goes. Having progressed so well, 121nm in 4 days, it was time for a lay-day or two exploring the town and restocking the cellars, fridges, and sleep banks of the group. Yes we are Cruisers, comfort divided by speed = distance. Goes is a beautiful town full of very pleasant hospitable folk, we blended in well.

Friday the 15th saw us into town of Zierikzee via the Overloop van Zierikzee, or really big bridge. Here we enjoyed another lay-day. To explain the cruising parlance, a lay-day means, 'we went out to dinner twice there'. Here our fifth boat *Saje* (Alan Lucas) joined us, his departure having been delayed by race commitments. This was also the most distant point of our cruise.

17th June and onto our next stop, Veere where we enjoyed our final two days together before the group would split with two boats heading home due to family commitments. This doesn't mean we missed out on entertainment, I particularly enjoyed Frank Martin getting acquainted with raw herring.



So the 19th of June saw *Avventura* and *Surprise* heading home after an early start, their destination Nieuwpoort and home. *Pintail*, *Stella Maris* and *Saje* chose a more leisurely plan and after a hearty breakfast returned to Middleburg.

Wednesday 20th and the group of three made passage to Nieuwpoort in preparation for a weather day on the 21st. We stayed safely tucked up in the calm of the harbour as the winds howled past.



22nd and the relatively short hop from Nieuwpoort to Dunkerque for our last night dinner in the town centre.

Saturday 23rd June saw a good day sail across to Ramsgate arriving around 4pm. All boats home safe.

A very successful Summer Cruise enjoyed by all. 262nm travelled, not a drop of rain, and a lot of fun. If you have never cruised, come with us and give it a try, you might be very surprised how much fun it is, and how your sailing skills are enhanced when making passage.



Martin Morgans

**And from overseas, Colin Grundon reports in with
Dreamfinder Too Blog**



Out in Portugal I get the Temple News via e-mail, it is great to see what other members are up to with their yachts. So I thought it would be reciprocal in telling you a little about what I am doing with *Dreamfinder Too* in sunny, warm Portugal over this year, so to start with a little of how I ended up here in Portugal with her.

I found these waters in 2003 when I thought I was coming up for retirement I would try out a few things I may want to do, the first was a cruise liner, so off we set from Southampton in the 'Legend of the Seas', with the first Port of call being Prada Rocha, in the Algarve, Portugal, where we had to moor outside of the Harbour to be ferried in by the ships tenders, into the River Arade to the old fishing town of Portimao.

This was the first time I had ever been on Portuguese soil. I had travelled the world in my career but never to Portugal. I booked a bus trip to see the area, like sites I had not seen before. Well guess what? My first stop on the bus was to see the light house at Cape St Vincent!! This is the last land point south on the European continent. On the way back I saw the brand new Marina da Portimao which was just completed, I liked it very much as it had every facility a yachtsman would need. It is sited on the River Arade half a mile from the river entrance.

Well, in 2007 I was sailing at Cowes when I first saw *Dreamfinder Too*, laying on a jetty owned by the designer of the Anglepoise light, used widely in homes,

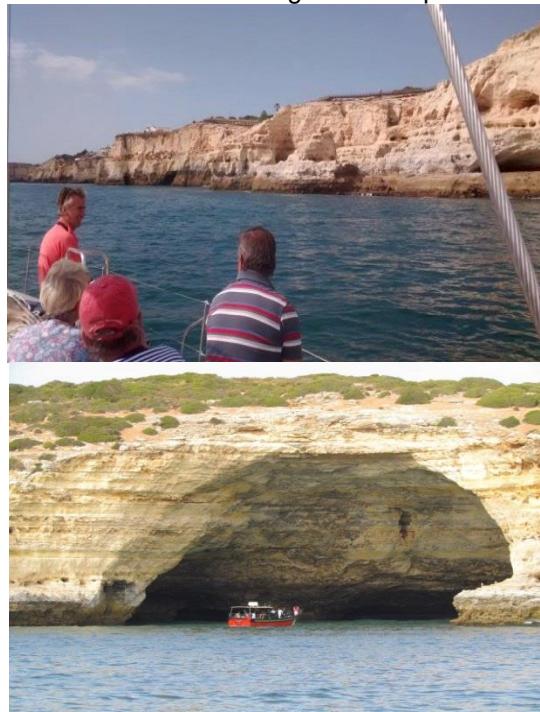
offices and hospitals, John Terry. John owns 'The Boat House' which was where the great sailing dinghy designer, Uffa Fox, lived. You will recognise it, as you arrive by boat, as the large building on the right painted in pink, one cannot miss it. The jetty is named after the yacht, so any time I return to Cowes; John has a free berth for her!

'It is an icon of British ingenuity and design excellence.'



Dahl light: John Terry with his son Simon and the 'Giant 1227' Anglepoise

Knowing what I saw in Portugal in 2003, great sailing waters all the year around, with pods of dolphins showing off around you, a very attractive coast line with many caves and the best beaches in Europe, plus 300 days a year of sunshine, plus great wine and cheap beer with lovely people, this had to be the place where *Dreamfinder Too* was heading too after I purchased her.



I have never regretted having her in Portimao. This year we have been certified by the Portuguese Marine Authorities for offshore chartering, should I want to do so, also coastal chartering for up to 12 persons. I have many close Portuguese friends, one being Francisco (I call him Fran) an ocean going skipper, he uses her so he can operate local charters to earn himself some extra cash, and also maintains her for me.

Well let's start this year like all yacht owners, as we have to have the boat out of the water regularly if of GRP construction, for us this year we decided on a major overhaul as you can see from the pictures taken, she

was launched back into the water on Wednesday 23rd May.



As on the last two weeks of June we are off to Cadiz in Spain, first sailing down to Faro, mooring up off the Island of Lacatra, where no vehicles are allowed on the island, you must walk everywhere. This is where Nelson rested his fleet after crossing the Atlantic to fight the French and Spanish fleet off of Trafalgar, south of Cadiz. To this day in the fishermen's gardens on Lacatra you will see large anchors 10 to 12 feet tall, in oak and steel, all left by Nelson's fleet when he was informed by a Portuguese spy the Spanish and French fleet were to set sail from Cadiz that day. He ordered his ships leave without delay, if they could not get the anchor up they cut them free and sailed for Cadiz.

So our next blog will tell you of our adventures from Portimao along the coast and across the bay of Cadiz into Nelson's historic battle area of Cadiz and Trafalgar.

If you want to see more pictures of *Dreamfinder Too*, she has her own Facebook Page under, 'Facebook Dreamfinder Too' it shows many pictures of the area and work undertaken on her.

Colin Grundon



TEMPLERS GOLF SOCIETY

NOT A WORD FROM OUR GOLFERS THIS MONTH



Xth ANNIVERSARY CELEBRATIONS FOR ROYAL YACHT CLUBS GOLFERS

The Xth Anniversary of the Royal Yacht Clubs Golf Meeting was held on May 3rd at Brokenhurst Manor when a field of 44 players representing 16 Royal Yacht Clubs competed for the Royal Lymington Claret Jug.

The format was St Andrews Foursomes, a convivial variation on Greensome Foursomes, with the customary glass of port on the 12th Tee!

This was followed by a Prize Giving Lunch at the Royal Lymington. The Commodore, Roger Garlick welcomed the guests and conveyed the good wishes of Her Majesty The Queen on the occasion. Alexander Kilgour gave the Golfers Grace and the Loyal Toast was given by Peter Nicholson CBE, Past Commodore the Royal Yacht Squadron.

The Guest of Honour was Tim Dickson Sesquicentenary Captain of Royal Wimbledon GC and Editor of Golf Quarterly who gave a delightful speech on the delights and misfortunes of golf and its link with other sports.

The favoured charity in the Anniversary year was The Jubilee Sailing Trust. With the proceeds of the Nearest the Pin hole and the Raffle at lunch for a magnum of champagne - £ 700 was raised. This will enable the Lymington supporters of the Trust to provide two bursaries for either disabled, or those from a disadvantaged background, to experience the thrill of the tall ships.

Results

Winners: Mark Norris & Paul Over, RCC

Runners Up: David & Peter Jennings, R Sol YC

Nearest the Pin: Ian Shipway, RNVR YC

Nearest the String: Dunlop Stewart, R Lym YC

David Comisky

TEMPLE TEASER SOLUTION

From page 4

1. A vessel under tow in fog should give one long sound blast followed by three short blasts. Repeat at two-minute intervals.
2. Although salinity varies in different oceans and locations, on average sea water is about 3.5% dissolved salts
3. An "angel" is another term for an anchor kellet (aka chum or sentinel) a weight that is suspended from the anchor rode some distance down from the bow to lower the angle between the lower part of the rode and the sea bottom, thus increasing its holding power while also providing slack to absorb the strain caused by gusts and waves, especially when there is not room to let out sufficient scope.
4. Water going down a drain swirls counterclockwise in the Northern Hemisphere and clockwise in the Southern Hemisphere. So just put some water in the galley sink and watch after you pull the plug. This is called the Coriolis effect, which also influences ocean and wind currents.
5. Ancraophobia is fear of the wind
6. Buoy numbers in a channel increase as you approach port, so moving past 5 and then 6 means you are headed in
7. Due to the curvature of the earth, a light 50 feet high can be seen from water level at about 8 miles - any farther away and you'll be "around the curve" of the earth from the straight-line beam of light. But with your eye at 10 feet, you should see the light from almost 12 miles away
8. 55 knots.
9. The Black Pig and the flying Dustman
10. The Venturi principle

Please send any contributions for compilation into the next issue or comments, etc to Sue Foster at sueandtommyfoster@gmail.com